

SOUTHERN INDUSTRIAL PARK MASTER PLAN

TITLE 21 APPLICATION

EL PASO INTERNATIONAL AIRPORT

AUGUST 2012

ADJUSTMENTS – DECEMBER 2013, MAY 2018

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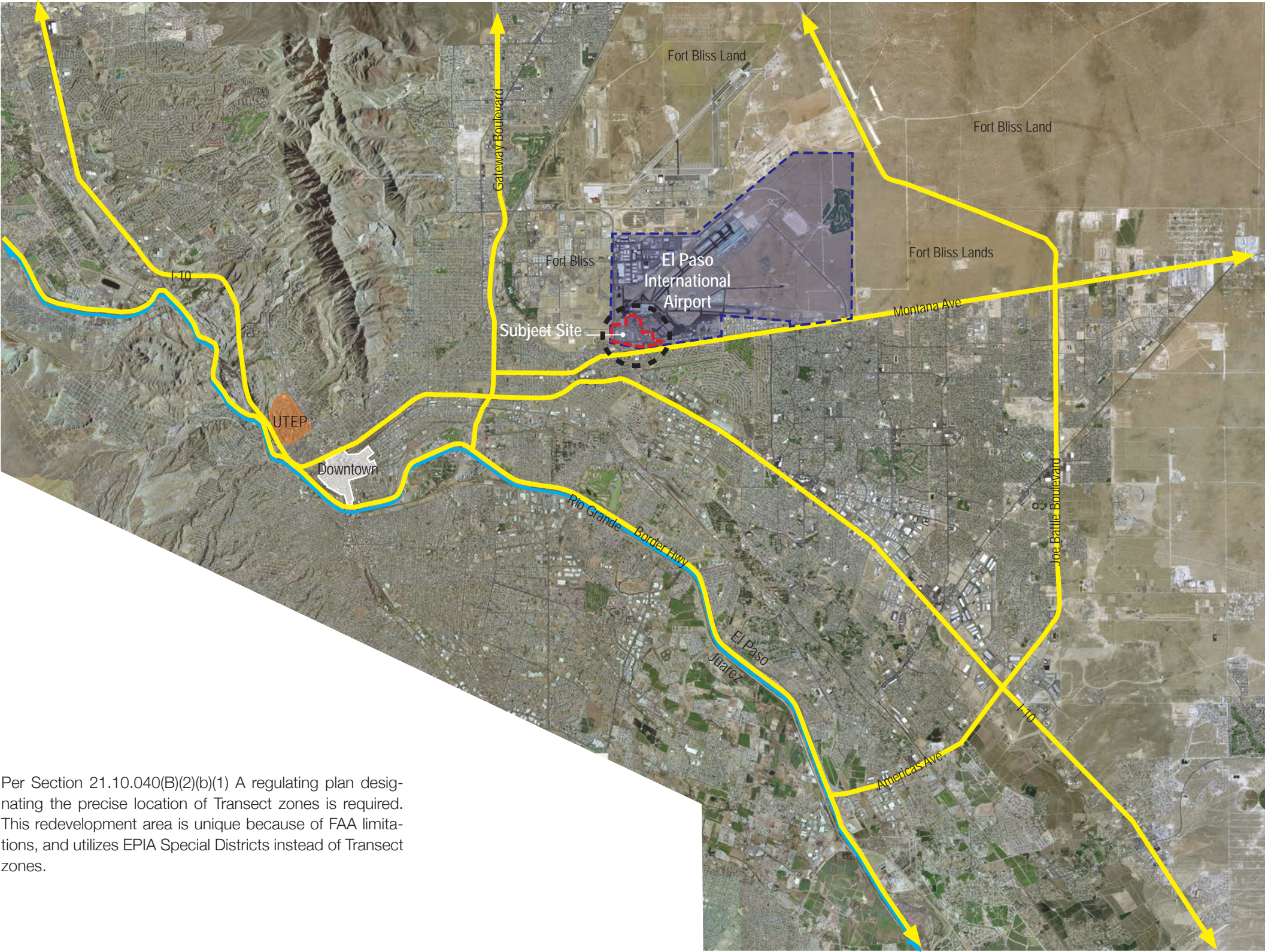
BACKGROUND

This rezoning updates the Airport Special Districts SmartCode zoning to enable a walkable, mixed use, and compact places while responding better to the vehicular environment of Montana Avenue.

Until Montana is reconstructed to prioritize the pedestrian and cyclist along with the automobile, the environment does not support urban development patterns. Since reconstruction is a major investment that is not on the planning horizon, this application requests the properties along Montana to be zoned C-2 and M-1 until such time as the street is reconstructed to support urban development.

Section 21.10.040 requires the Title 21 Application to include:

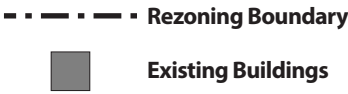
- 1. Site Plan in black and white with boundary for rezoning, adjacent street names, north arrow: **Page 5.**
Legal description: **Page 6.**
- 2. A proposed regulating plan for the land being rezoned that complies with this Title consisting of one or more maps showing the following:
 - b. For Infill Community Plans, regulating plans designate the precise location of:
 - (2) Civic zones, including civic spaces and civic buildings (Section 21.40.040); **Page 9**
 - (3) Special districts, if any (Section 21.40.050); **Page 8**
 - (4) Thoroughfare network, existing or planned (Table 3A, Table 3B); **Page 11**
 - (5) Special requirements, if any (Section 21.40.070); **Page 12**
- 3. Submittals of New Community Plans and Infill Community Plans shall also include additional information required by this Title, such as:
 - a. Identification of pedestrian sheds and community types; **Page 8**
 - b. Requests for warrants or variances, if any (Section 21.10.050). **There are no requests for variances or warrants.**
 - c. Proof of notice of proposed application to any recognized neighborhood association required to receive notice pursuant to Chapter 2.102 of the City Code. **Applicant will notify the neighborhood organizations.**

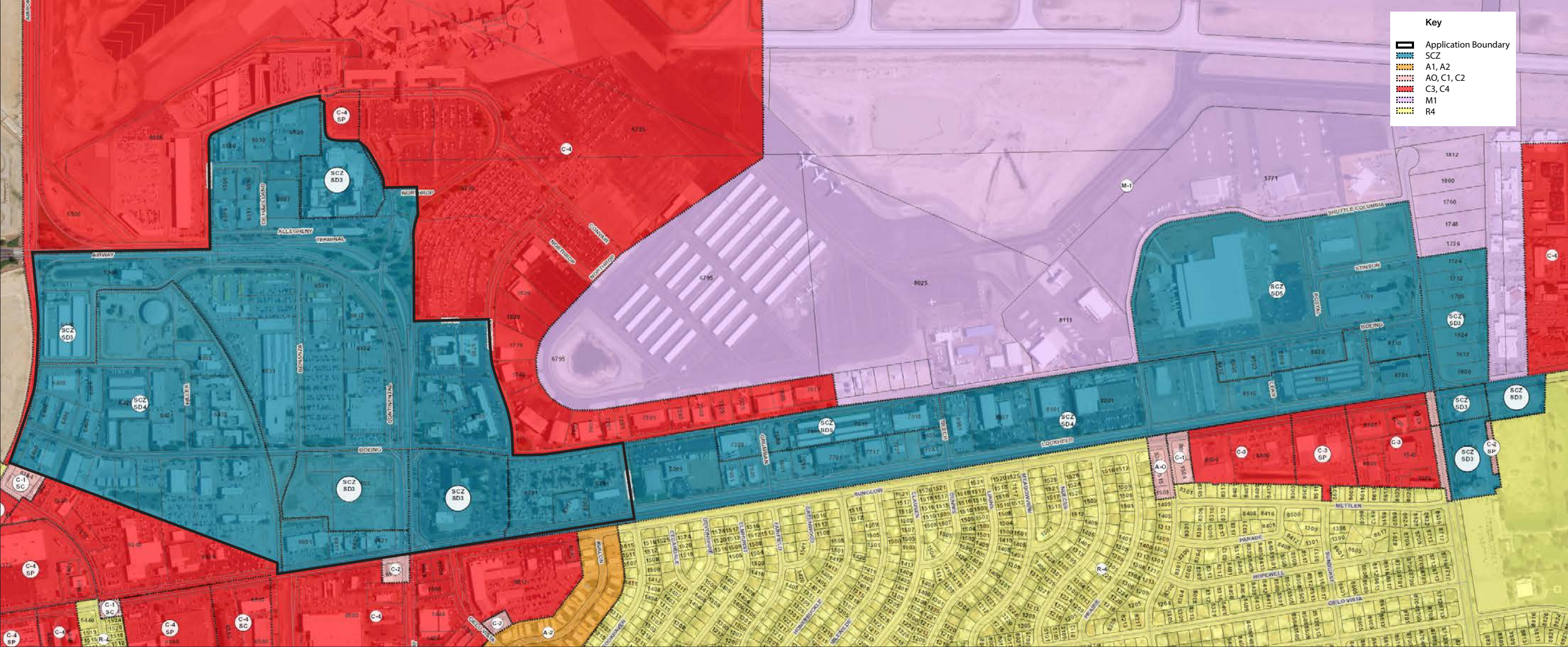


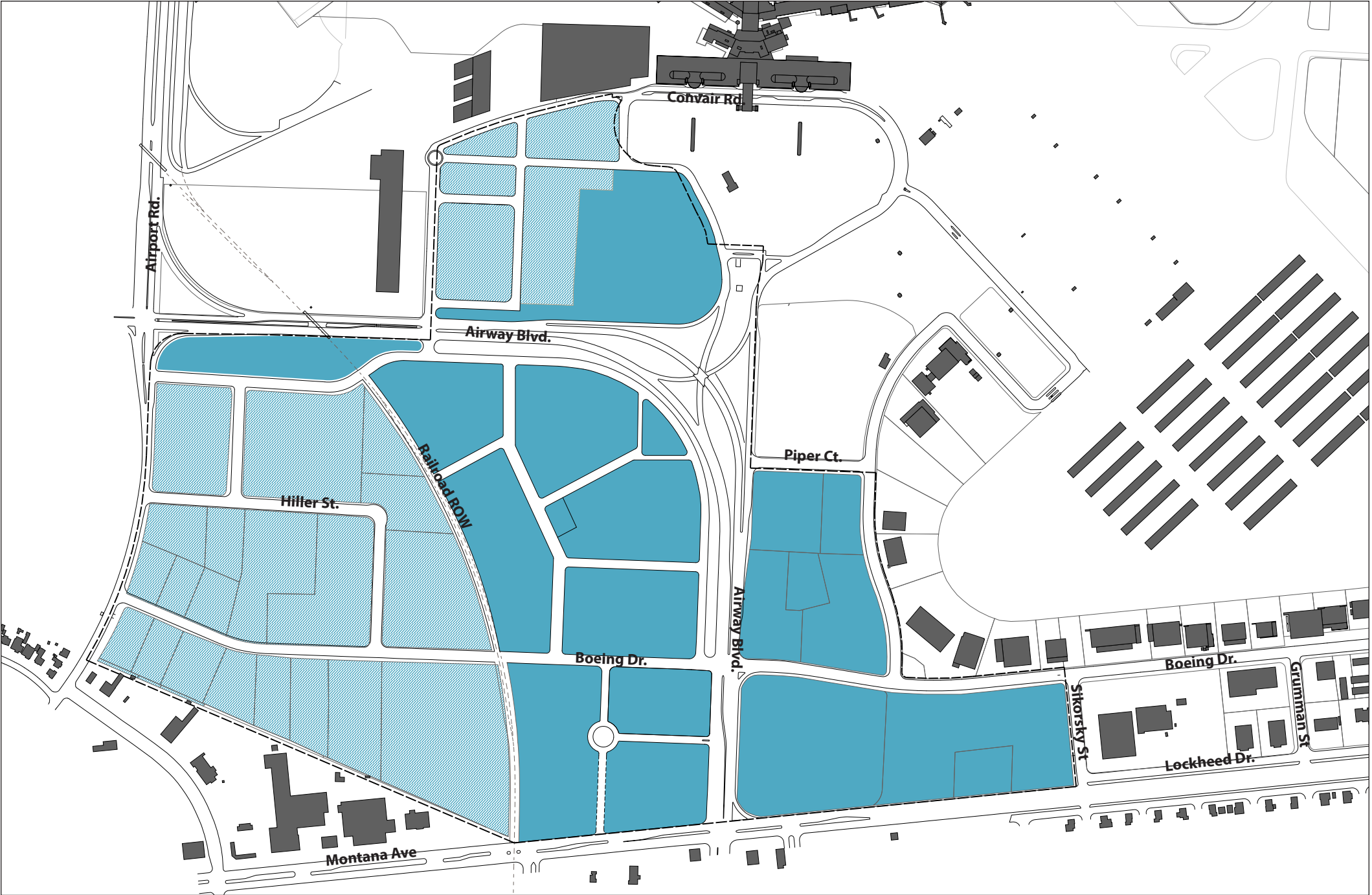
Per Section 21.10.040(B)(2)(b)(1) A regulating plan designating the precise location of Transect zones is required. This redevelopment area is unique because of FAA limitations, and utilizes EPIA Special Districts instead of Transect zones.



Total area for rezoning: 184.97 acres







21.40.050 Special Districts

A. Areas that, by their intrinsic size, function, or configuration, cannot conform to the requirements of any transect zone or combination of zones shall be designated as special districts by the planning division in the process of preparing an infill community plan.

LONG PED SHED

SD3	SD4	Total	Civic
114.53	70.44	184.97	1.06
61.9%	38.1%	100%	.06%

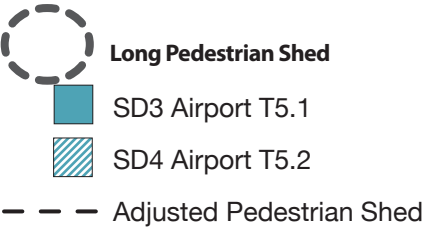
21.40.010 Instructions

B. Infill community plans are intended to regulate, at minimum, at least 5 acres. **184.97 acres**

21.40.020 Infill Community Types

E. Infill RCD – Airport (Regional Center Development).
1. An infill RCD – Airport should be assigned to urban core areas that are within one mile of the airport terminal, or along the Montana BRT route. An infill RCD – Airport shall

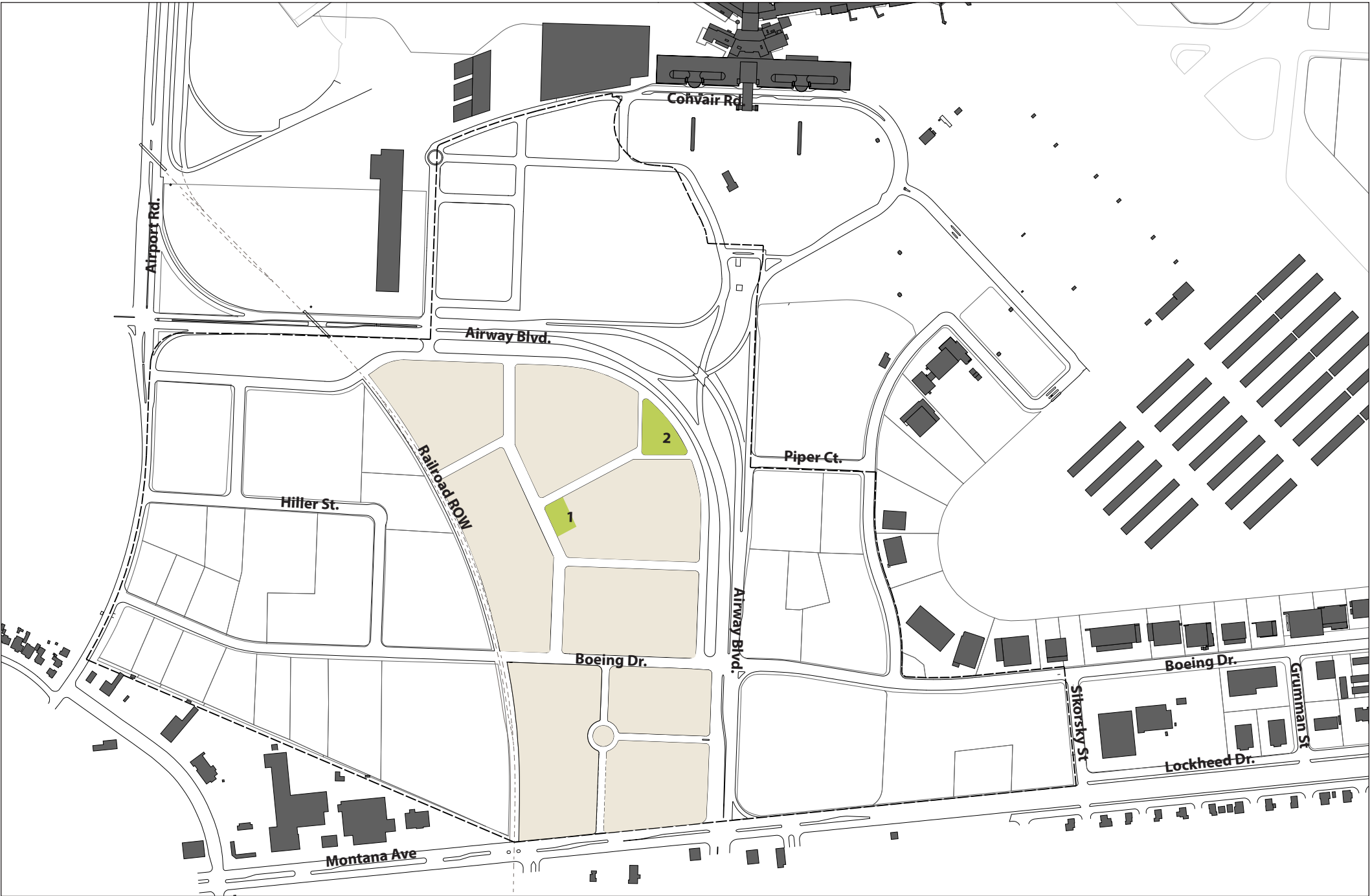
be mapped as at least one complete long or linear pedestrian shed, which may be adjusted as a network pedestrian shed, oriented around an important mixed use corridor or center. The RCD-airport may contain one or more standard pedestrian sheds in combination with a long or linear pedestrian shed.



Infill Community Plans have no requirements for civic space minimums. Civic space is added in this plan to enhance the walkable, mixed-use environment.

CIVIC SPACE	PROPOSED TYPE	AREA	PERMITTED AREA
1	PLAZA	0.32	.25 – 2
2	SQUARE	0.74	.25 – 5

ACRES	CIVIC ACRES	PERCENTAGE
184.97	1.06	.006%



21.40.040 Civic Zones

A. General

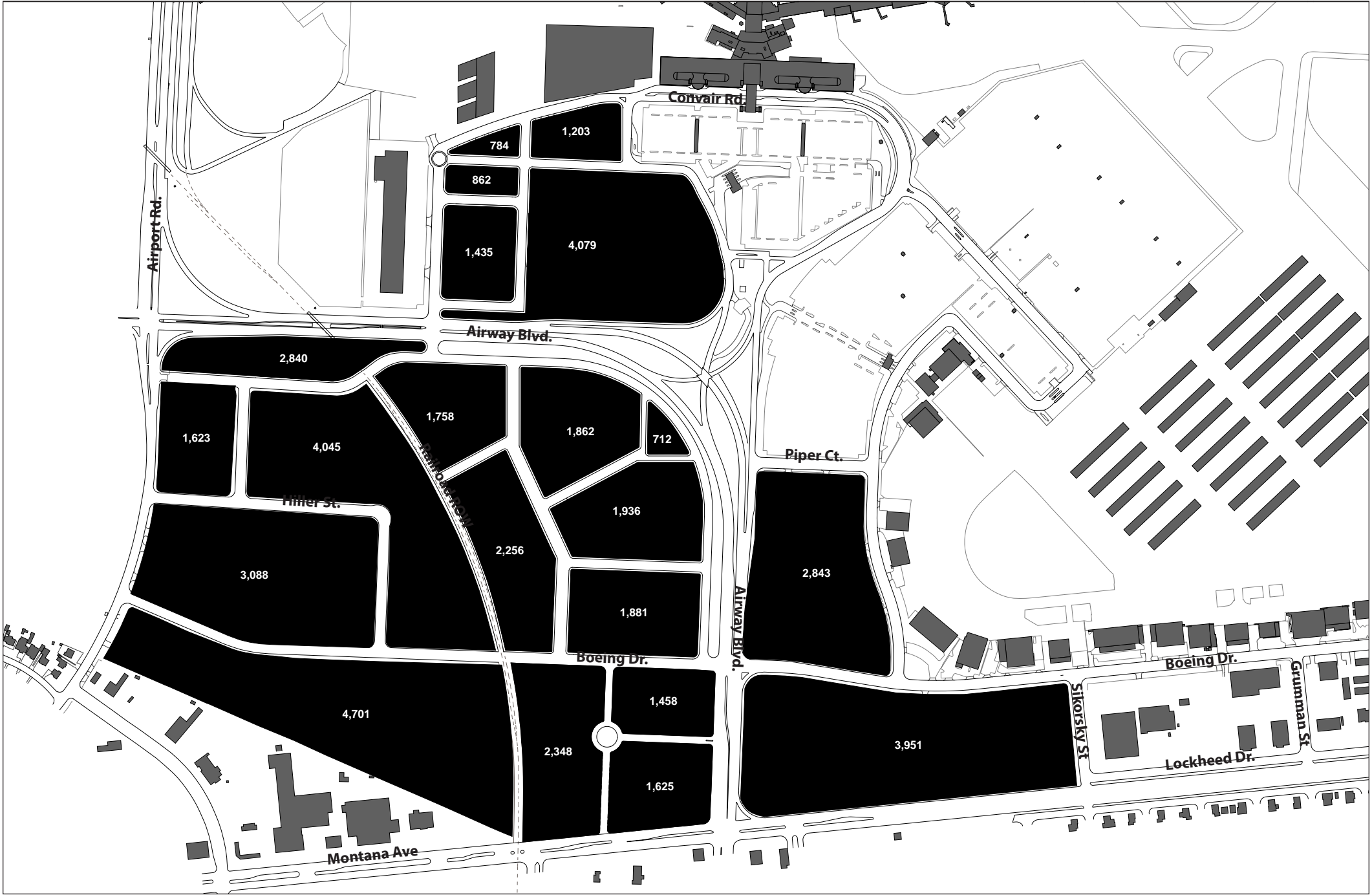
2. A civic zone may be permitted if it does not occupy more than 20% of a pedestrian shed, otherwise it is subject to the creation of a special district. See Section 21.40.050.

B. Civic Space Zones (CS)

1. Civic spaces shall be generally designed as described in Table 13, their type determined by their Transect Zone.

-  Airport Civic
-  Walkable, mixed-use high street



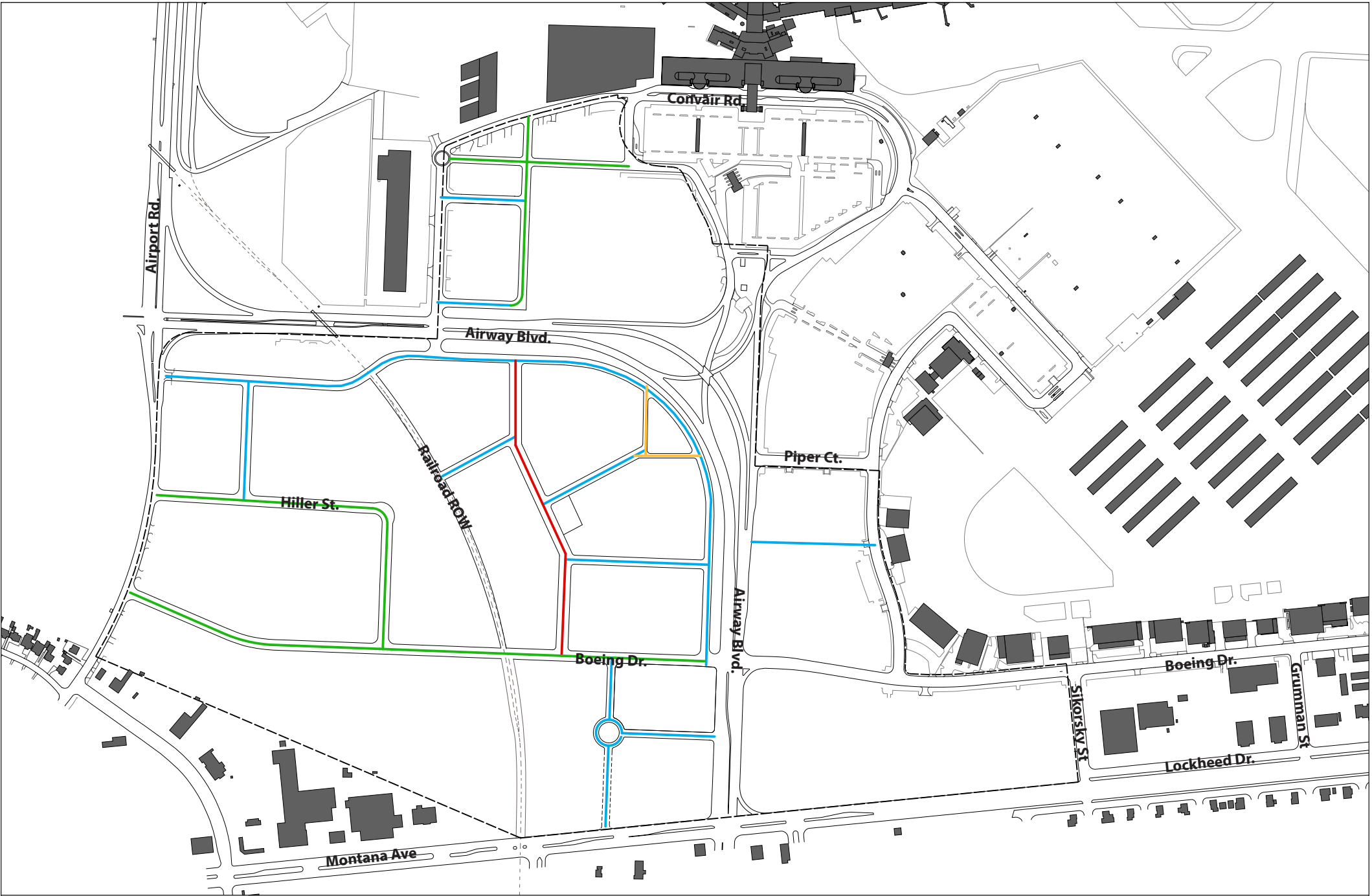


Infill Community Plans have no requirements for Block Perimeter because of existing condition constraints. New connections are made where possible, but this RCD also has the limitation of the railway. Block perimeters will be reduced over time as the High Street area is developed.

All new blocks meet the standards of Table 16 c. Block Size as follows:

SD3 Airport T5.1	SD4 Airport T5.2
2400 ft. max.	3000 ft. max.





Color Key	Thoroughfare
Transit Route Thoroughfares	
	CS-74-44

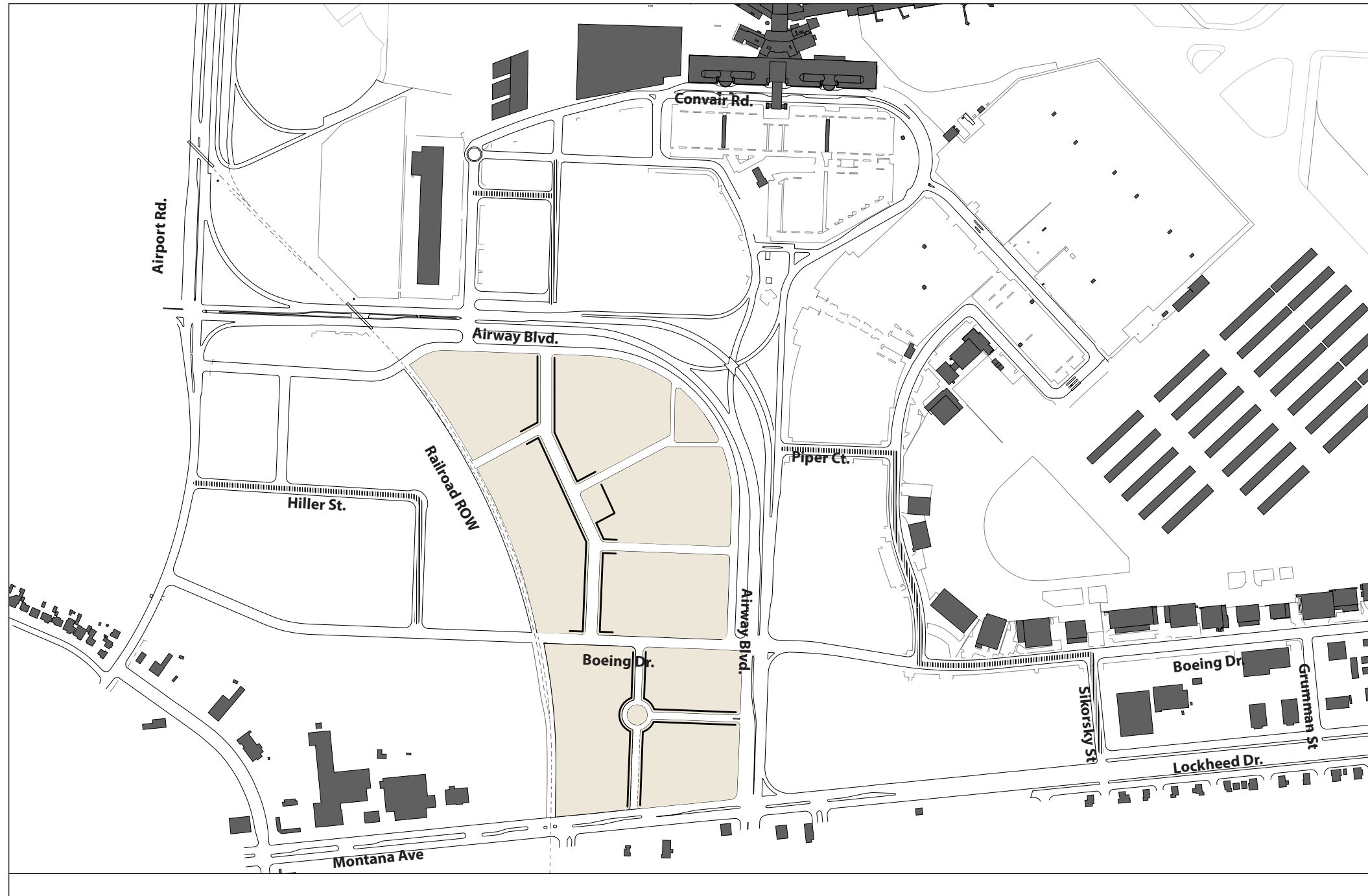
All thoroughfares are from Table 4C Thoroughfare Assemblies, so not illustrated in this application.

21.10.040 Infill Regulating Plans shall consist of one or more maps showing the following:
B.2.b.(3) A thoroughfare network, existing or planned (Table 3A, Table 3B);
Infill Community Plan's only requirements for Thoroughfare Network is to map the existing conditions. New con-

nections are made where possible, but this RCD also has the limitation of the railway, Airway Boulevard and Montana Avenue.
 Only new thoroughfares or those being upgraded over time are coded on the plan. All unchanged streets are not assigned.

Color Key	Thoroughfare
	CS-70-42
	CS-60-34
	CS-50-22





..... B-Grid
 ————— Required Shopfront

20.40.070 Special Requirements

A. An infill community plan may designate any of the following special requirements:

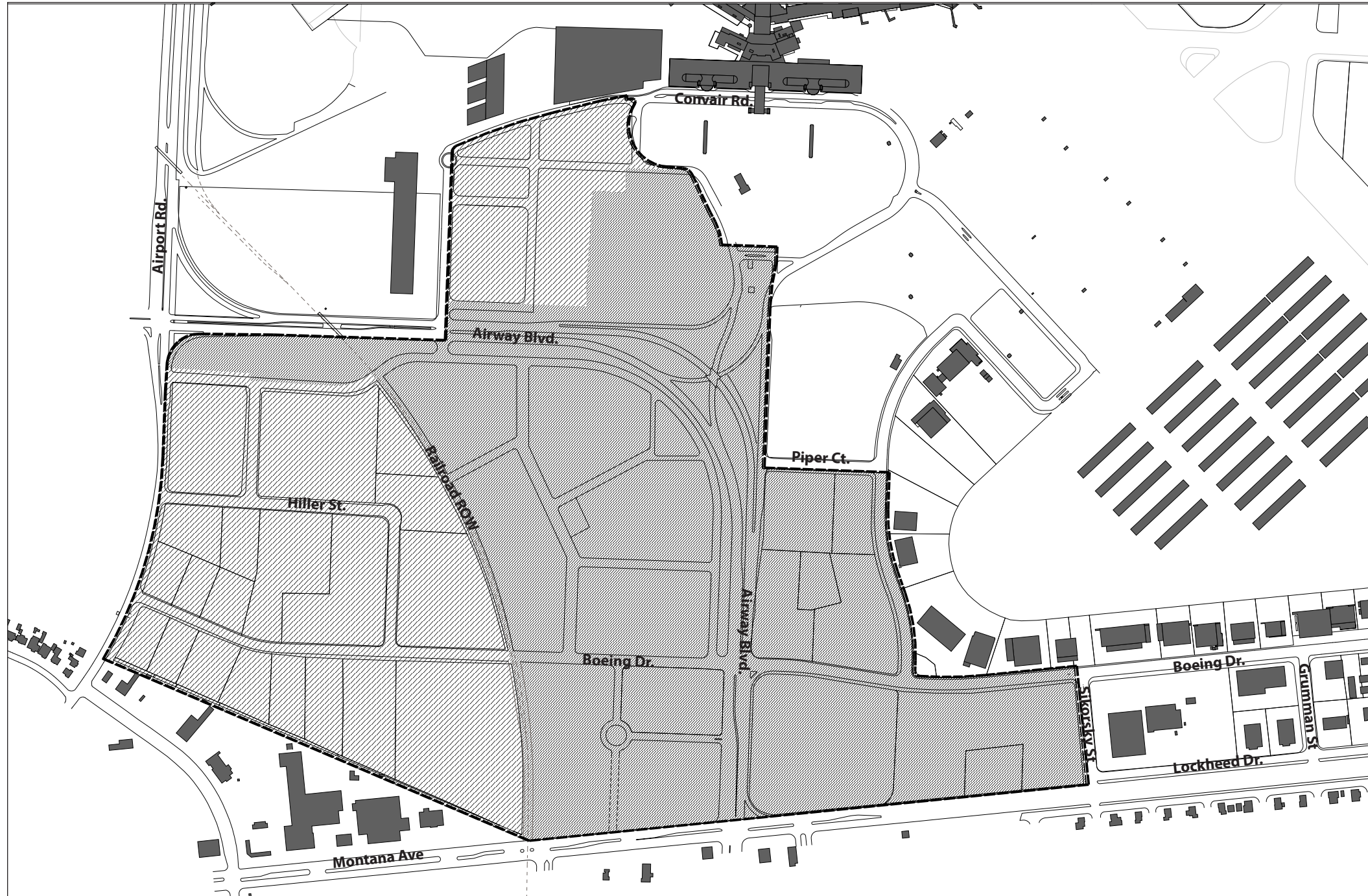
1. A differentiation of the thoroughfares as A-Grid and B-Grid

2. Designations for mandatory and/or recommended retail frontage requiring or advising that a building provide a shopfront at sidewalk level along the entire length of its private frontage.

The EPIA High Street requires a shopfront frontage suitable for retail. This is not a requirement for a retail use, and the uses may evolve over time.

Scale 0' 165'





- SD3 Airport T5.1
- ▨ SD4 Airport ST T5.2
- - - - Adjusted Pedestrian Shed

